

THE REGIONAL PLANNING LANDSCAPE

Approaching A Joint Work Program

It goes without saying...

but it goes better with saying

If you can't say anything
nice...

don't worry about it.

WHY REGIONAL PLANNING?

- Interdependence
 - Bay area resident may
 - Live in one jurisdiction, but
 - Work in another, and
 - Recreate and shop in others
- Sharing
 - We share
 - An air basin and water sheds,
 - An economy,
 - Transportation, communication and institutions
 - The Bay
- Expectations
 - Residents and businesses expect us to get it right and make it work.

If we just had better regional planning...

- Less congestion
- Shorter trips
- Less pollution
- More affordable housing
- More accessible open space
- Less decay of older areas
- Stronger economy
- Better job opportunities for existing residents
- Less tax poaching
- More fiscal capacity
- More cooperation
- More rationality

In any one year, 99% of the region is already in place.

Over 30 years, we can influence new growth equal to 1/5 of the region...

...But only if we know what we want to do and have the right tools.


TWO PRINCIPAL RESULTS



1. Improved Quality of Life

- Environment
 - Cleaner
 - More sustainable
 - More accessible
- Economy
 - More prosperous
 - More productive
 - More competitive
- Equity
 - More affordable
 - More just
 - More secure

2. Reduced Public Costs

- Efficient use of existing infrastructure and services
 - Less need for new capital investment
 - Lower operating expenses
 - Fewer subsidies
- 

REGIONAL PLANNING PARTNERS

- Association of Bay Area Governments
- Metropolitan Transportation Commission
- At least three other regional agencies
- 9 counties
- 101 cities
- Nearly 30 transit providers
- Over 1000 special-purpose districts
- State and Federal agencies
- Real estate developers, bankers and investors
- Neighboring regions
- 7 million people

It's going to take more than
two agencies working together

Necessary, but not sufficient

Regional Planning
does not equal
“Smart Growth”

Necessary, but not sufficient

Smart Growth
does not equal
Transit-Oriented Development
Necessary, but not sufficient

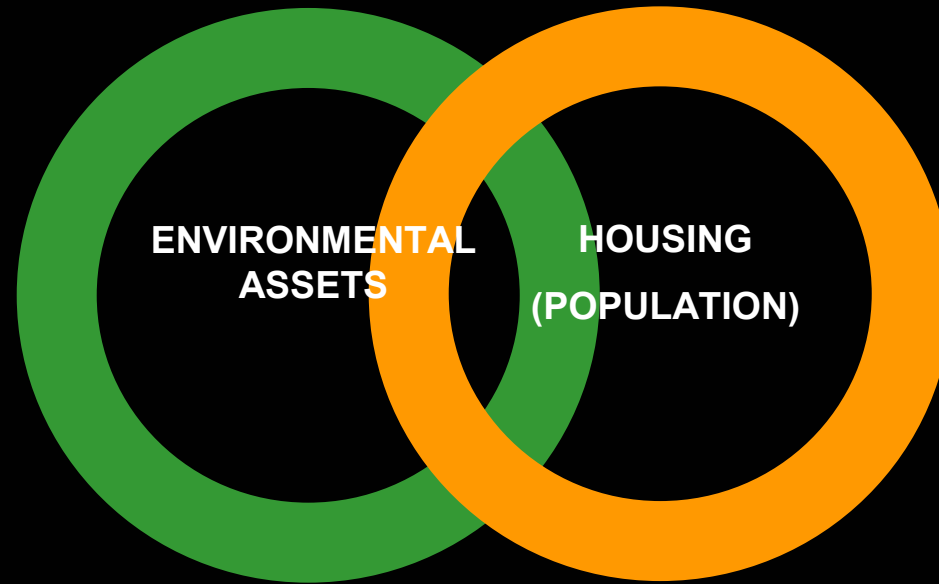
The Current State of Coordinated Regional Planning

FOUR KEY ELEMENTS

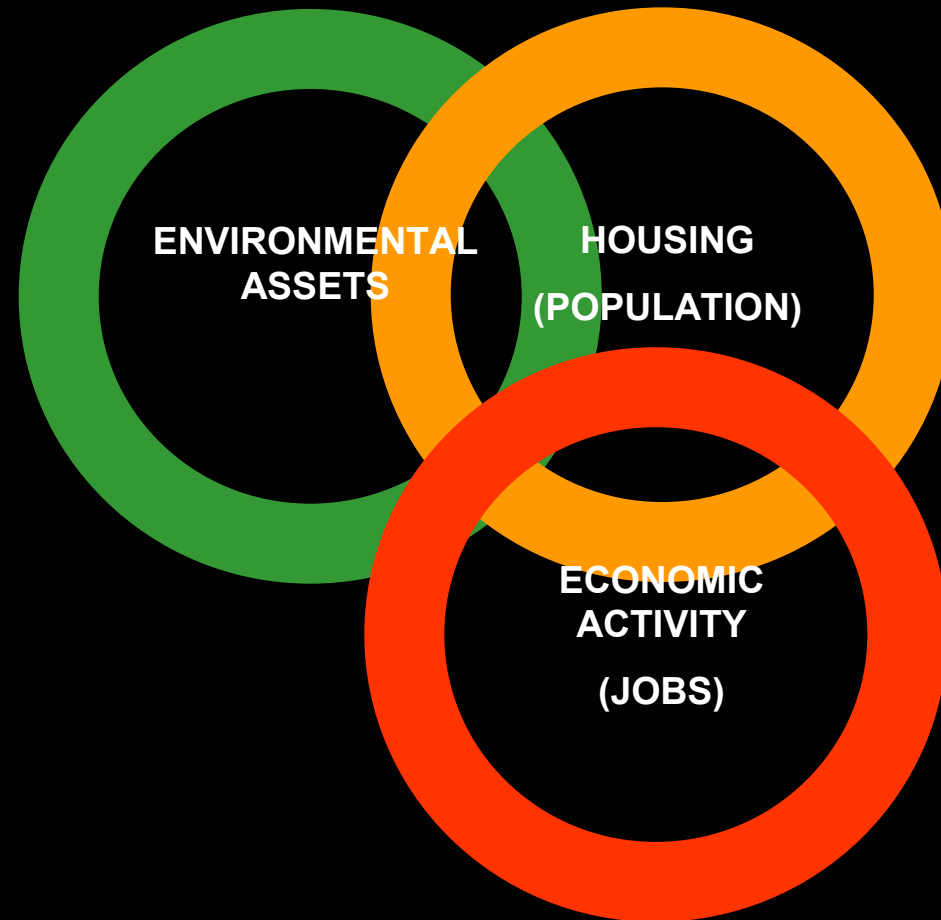
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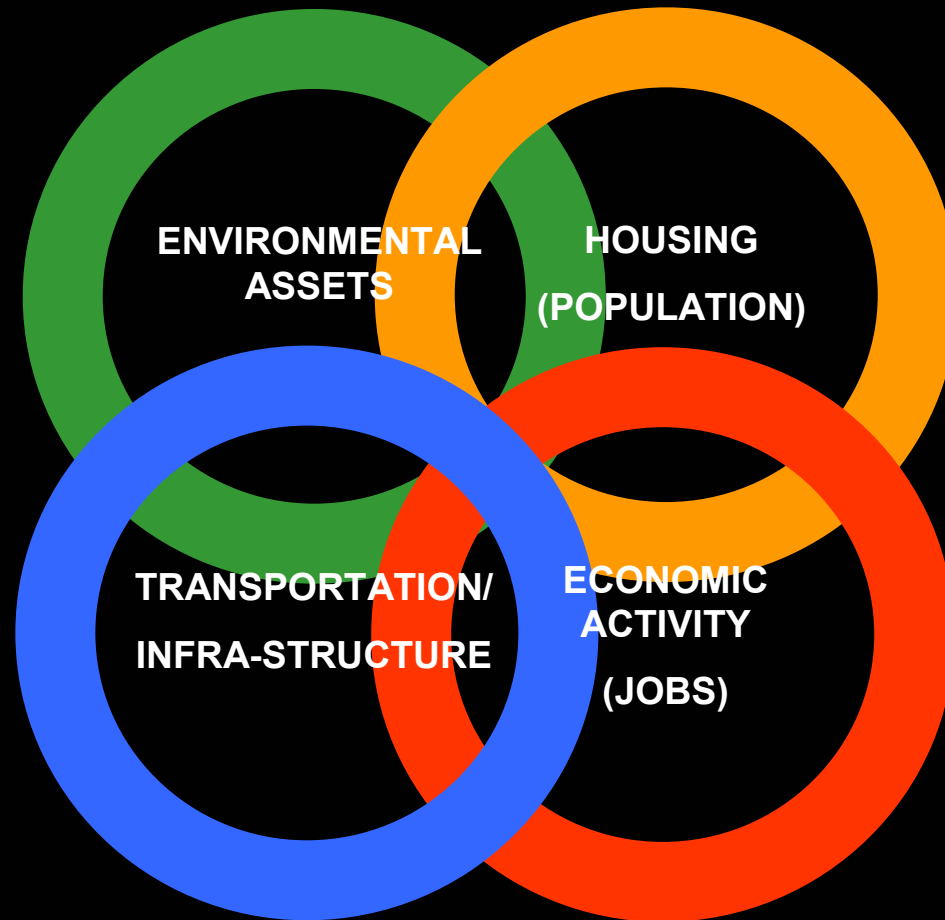
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ELEMENT:

**TRANSPORTATION/
INFRA-STRUCTURE**

**HOUSING
(POPULATION)**

**ECONOMIC ACTIVITY
(JOBS)**

**ENVIRONMENTAL
ASSETS**

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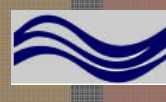
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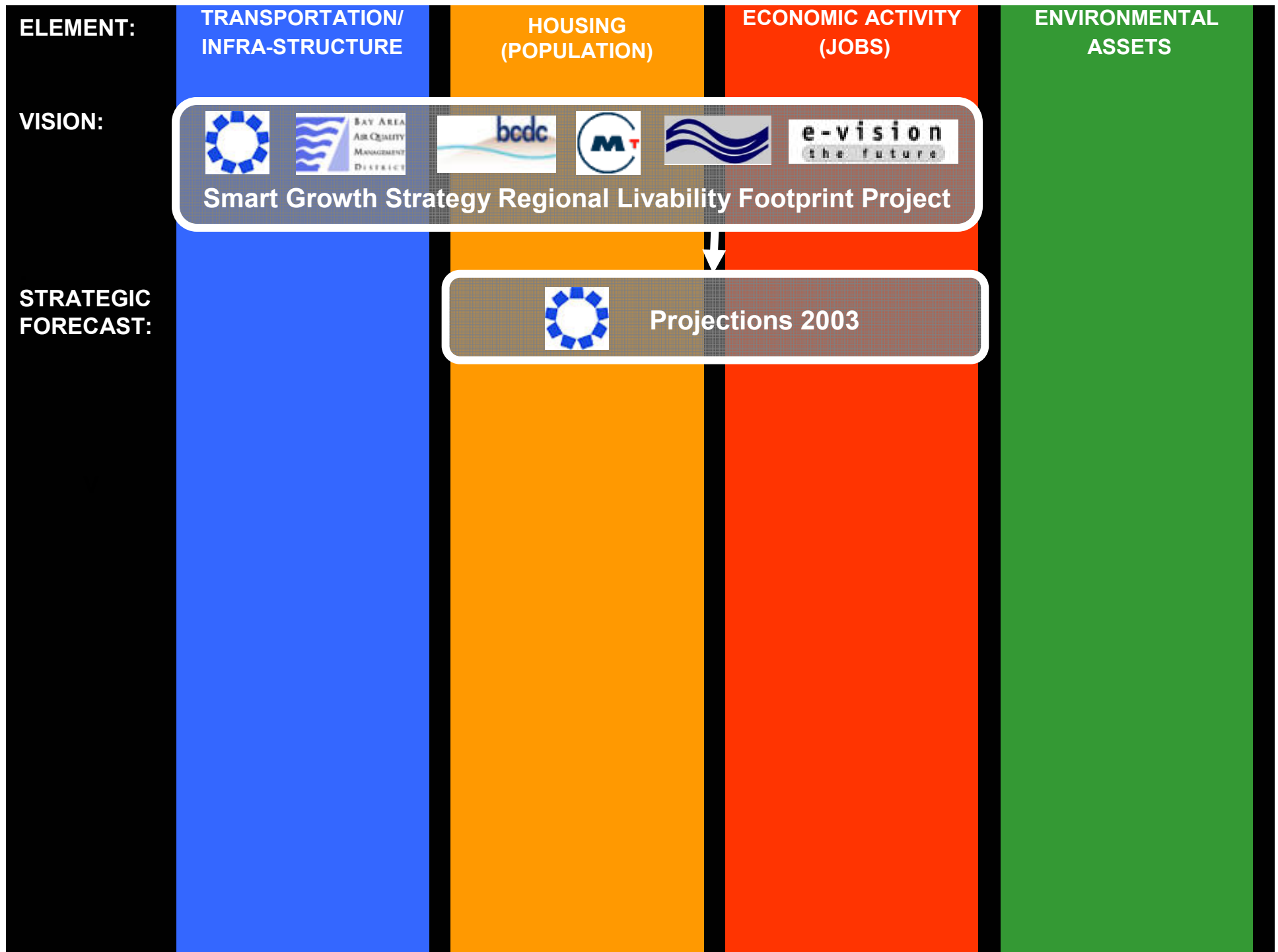
ECONOMIC ACTIVITY
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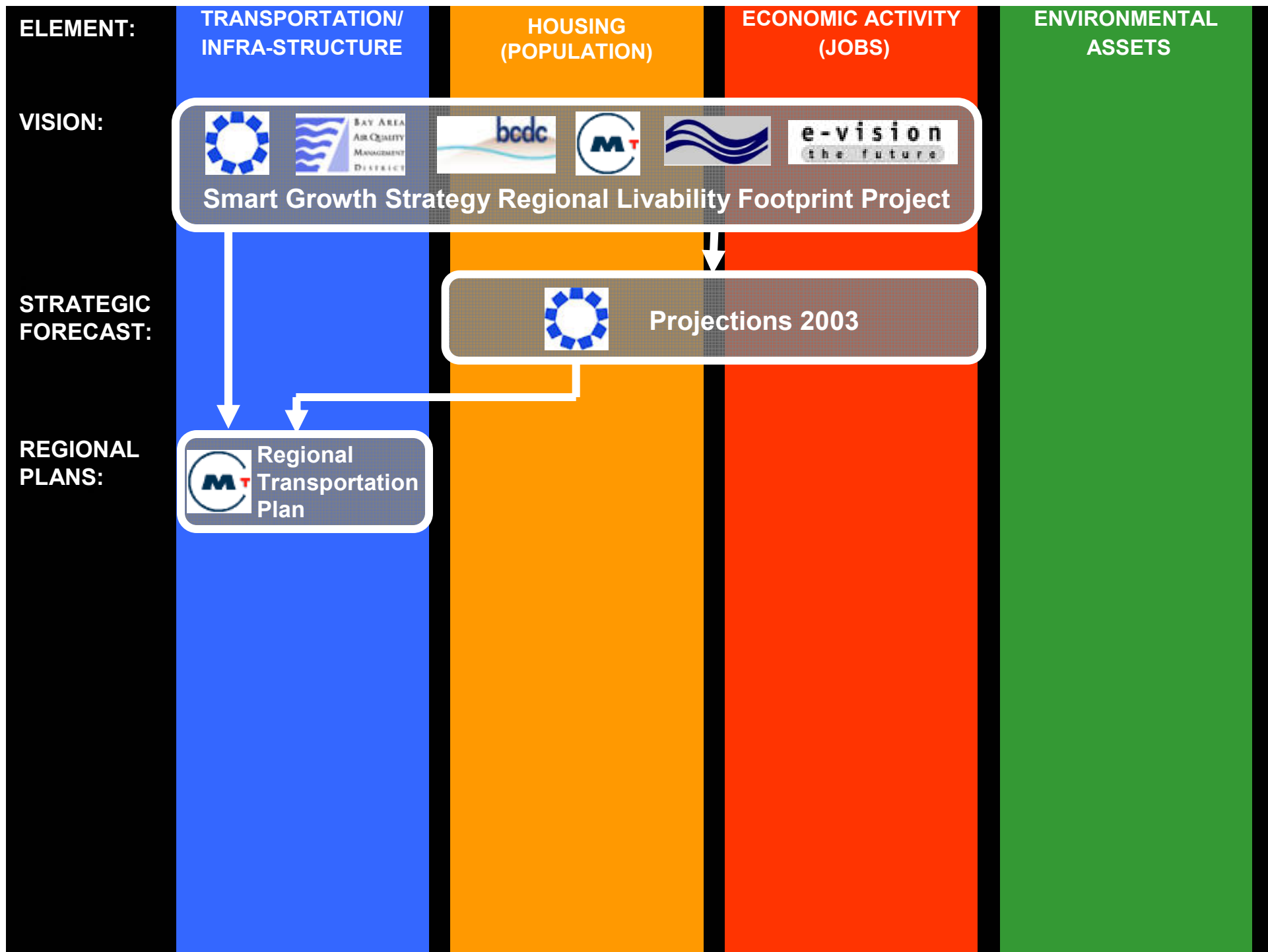
ENVIRONMENTAL
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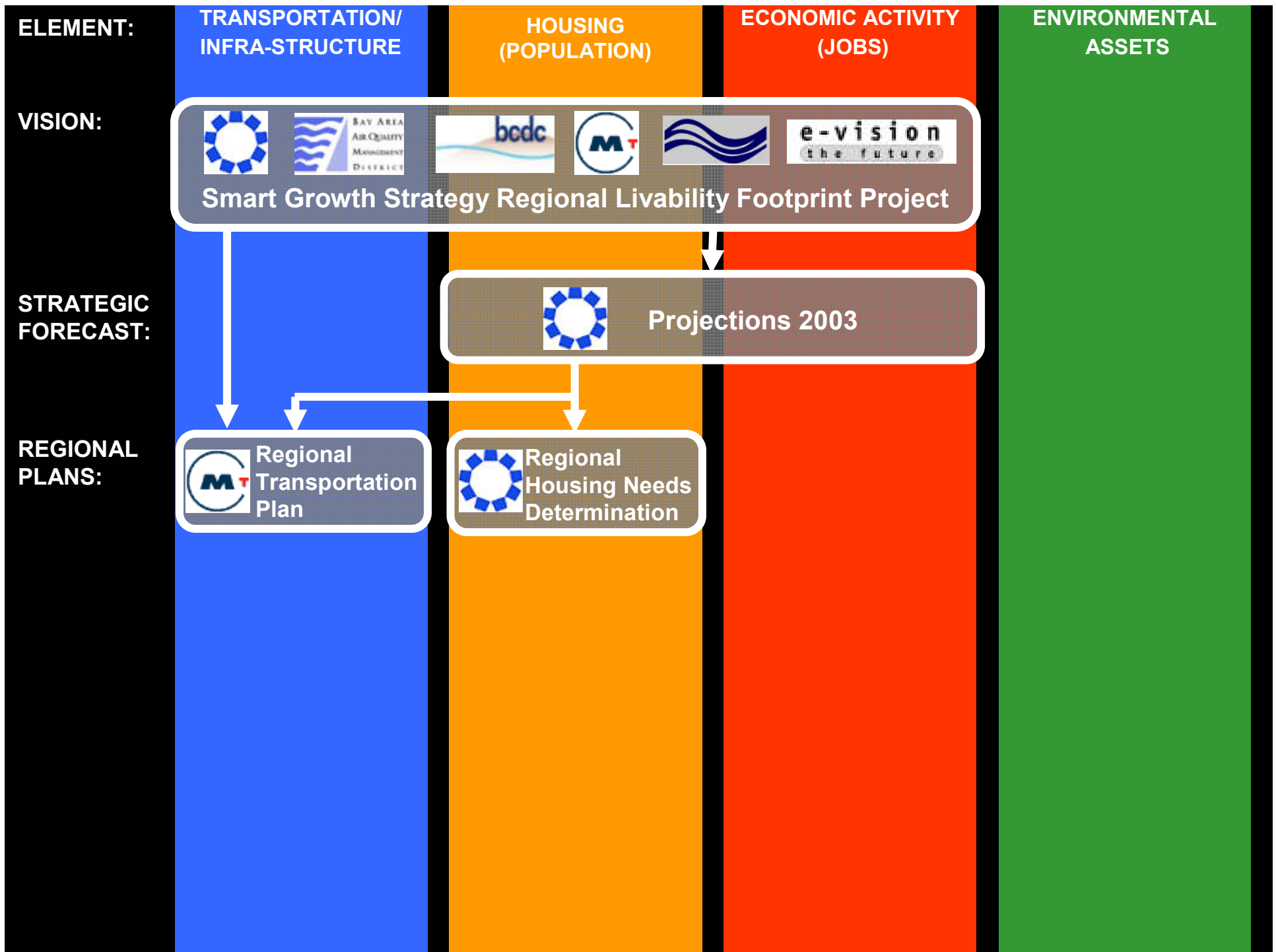
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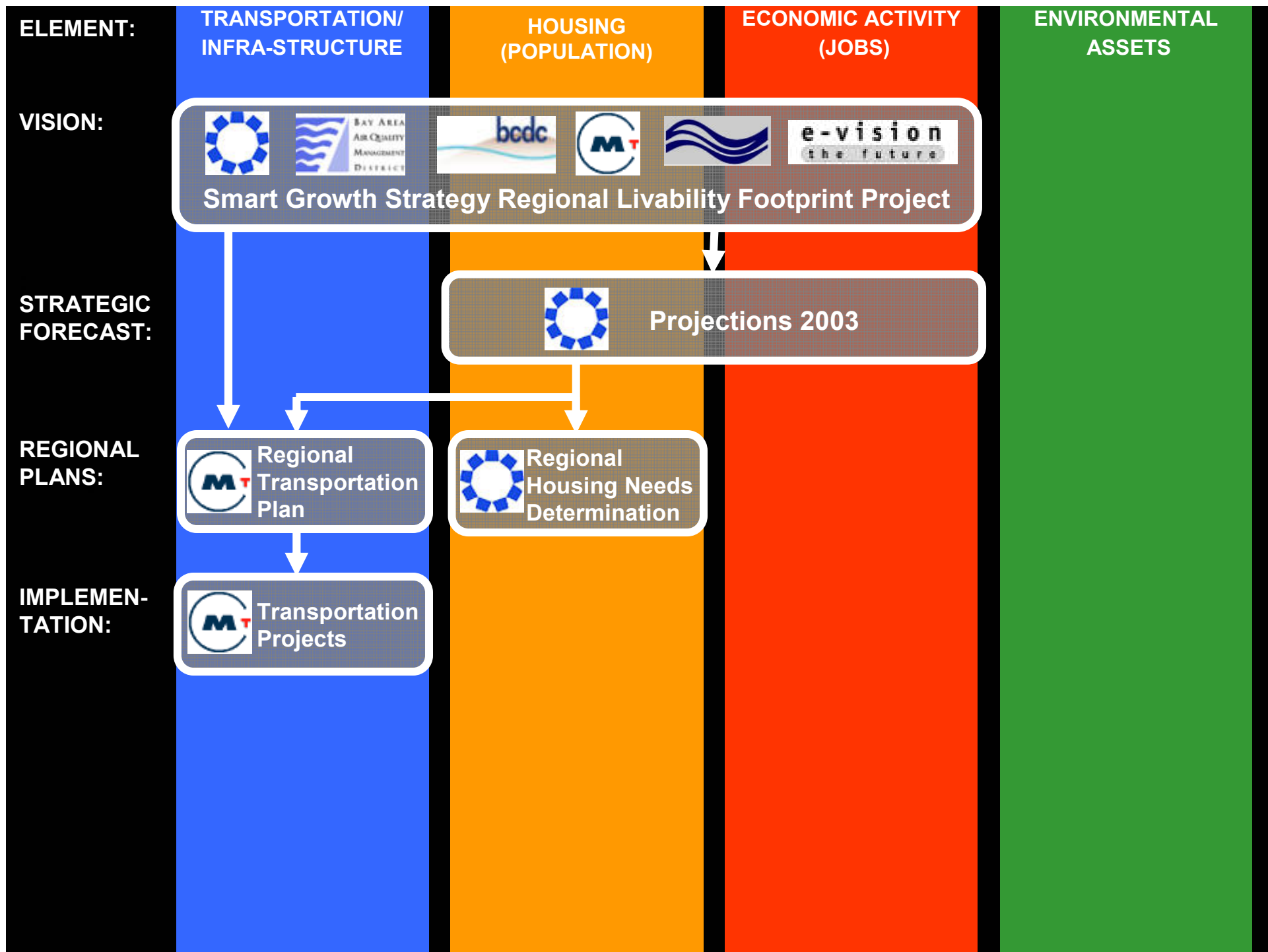


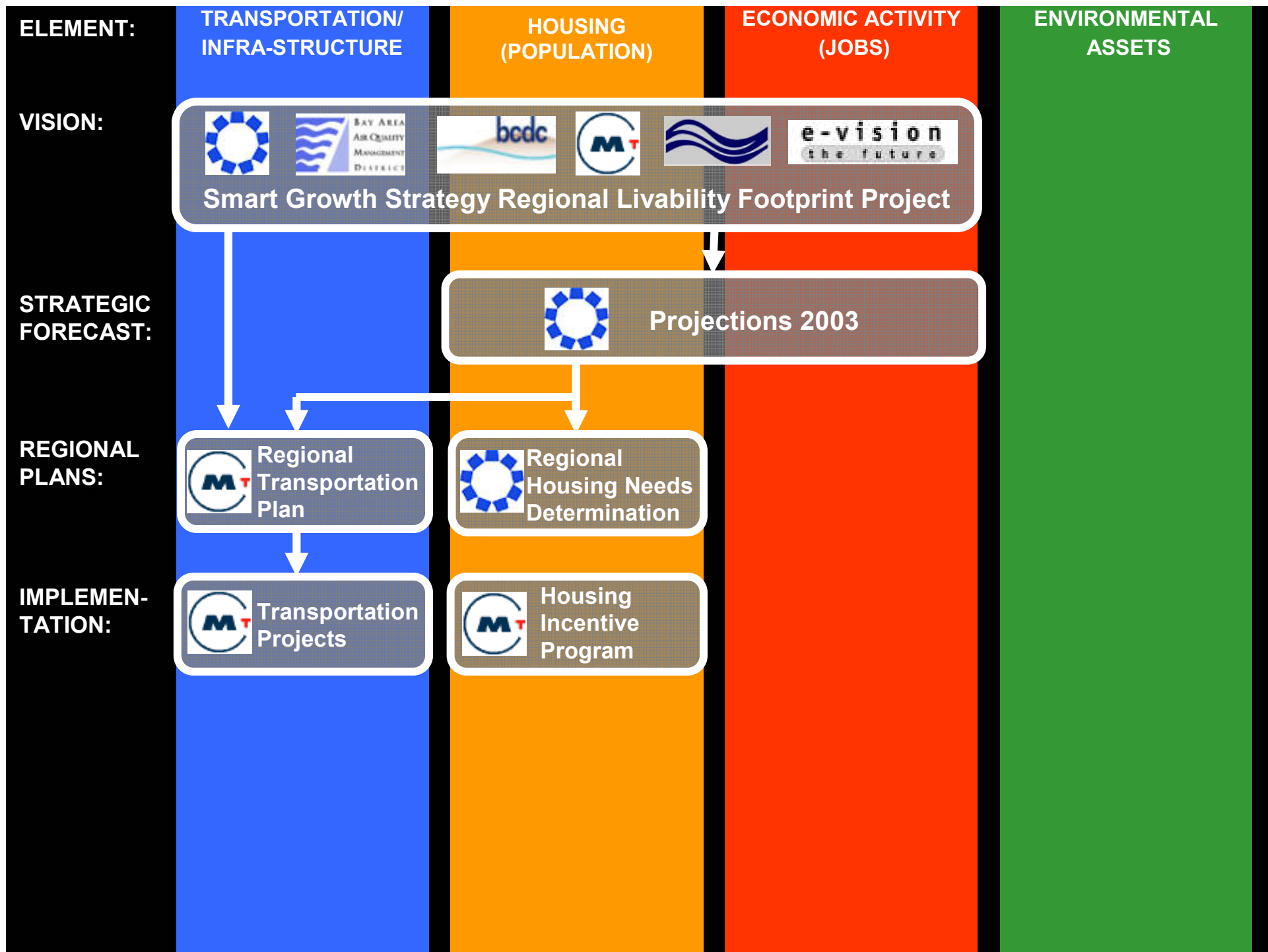
Smart Growth Strategy Regional Livability Footprint Project

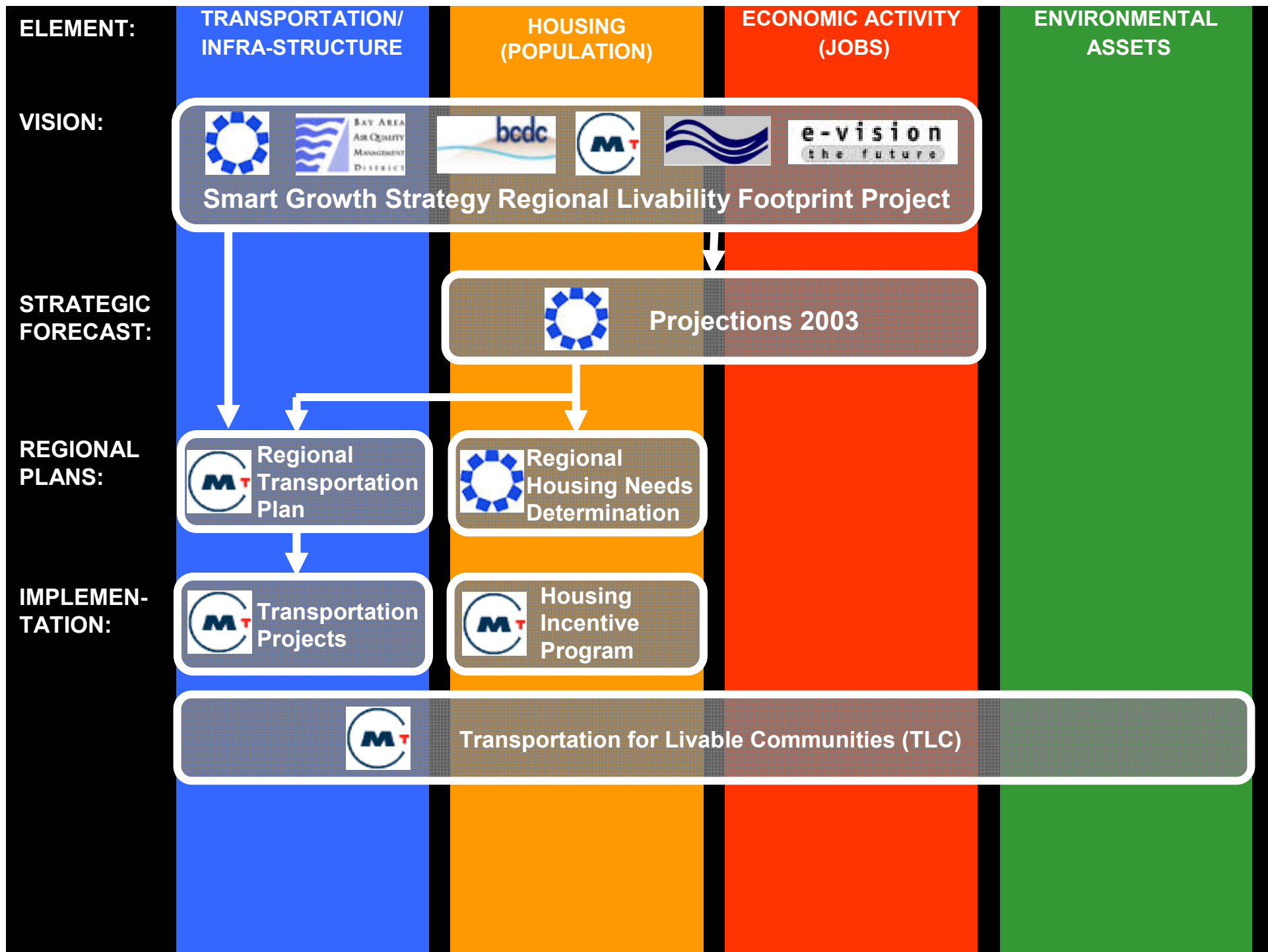


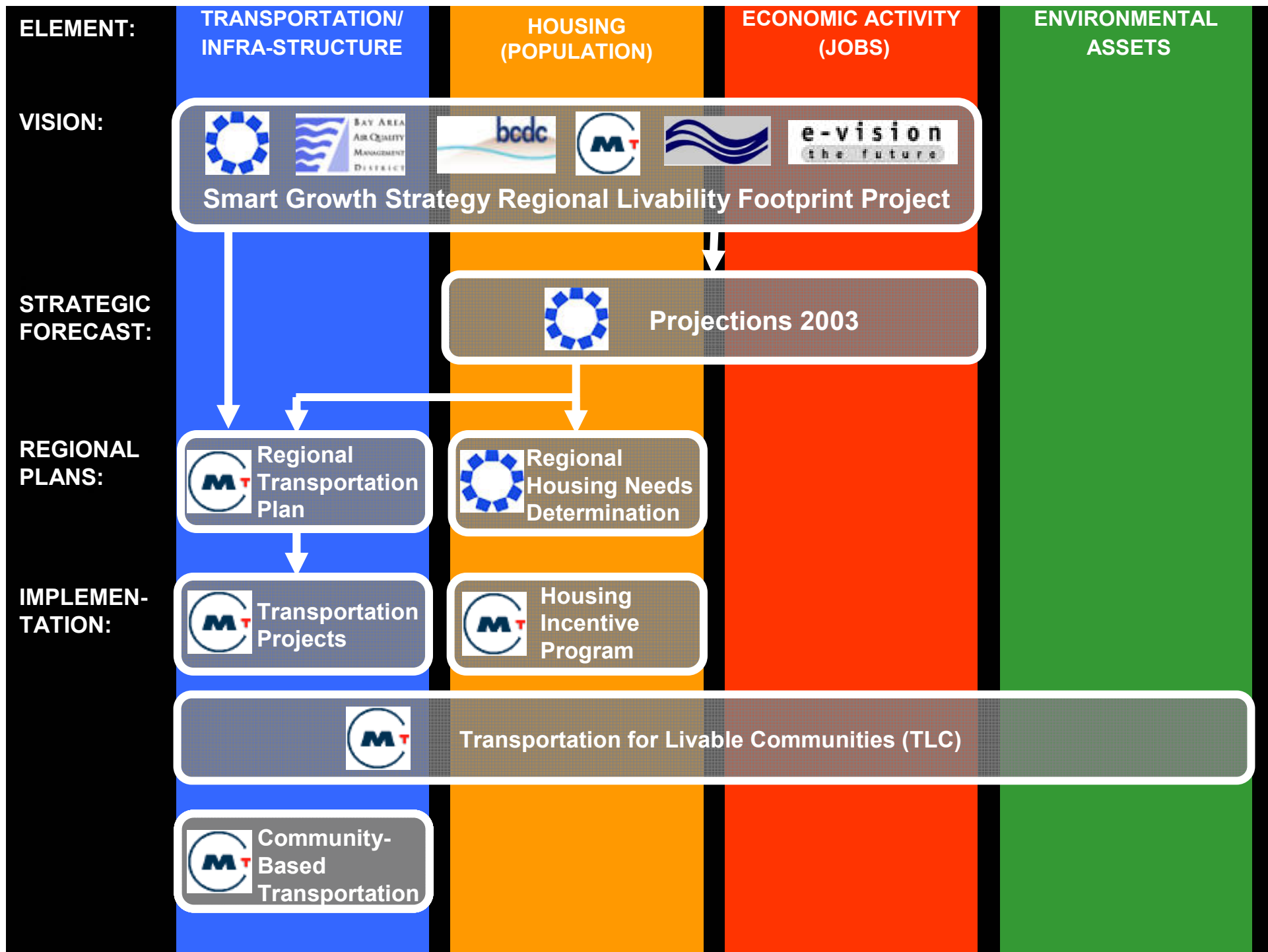


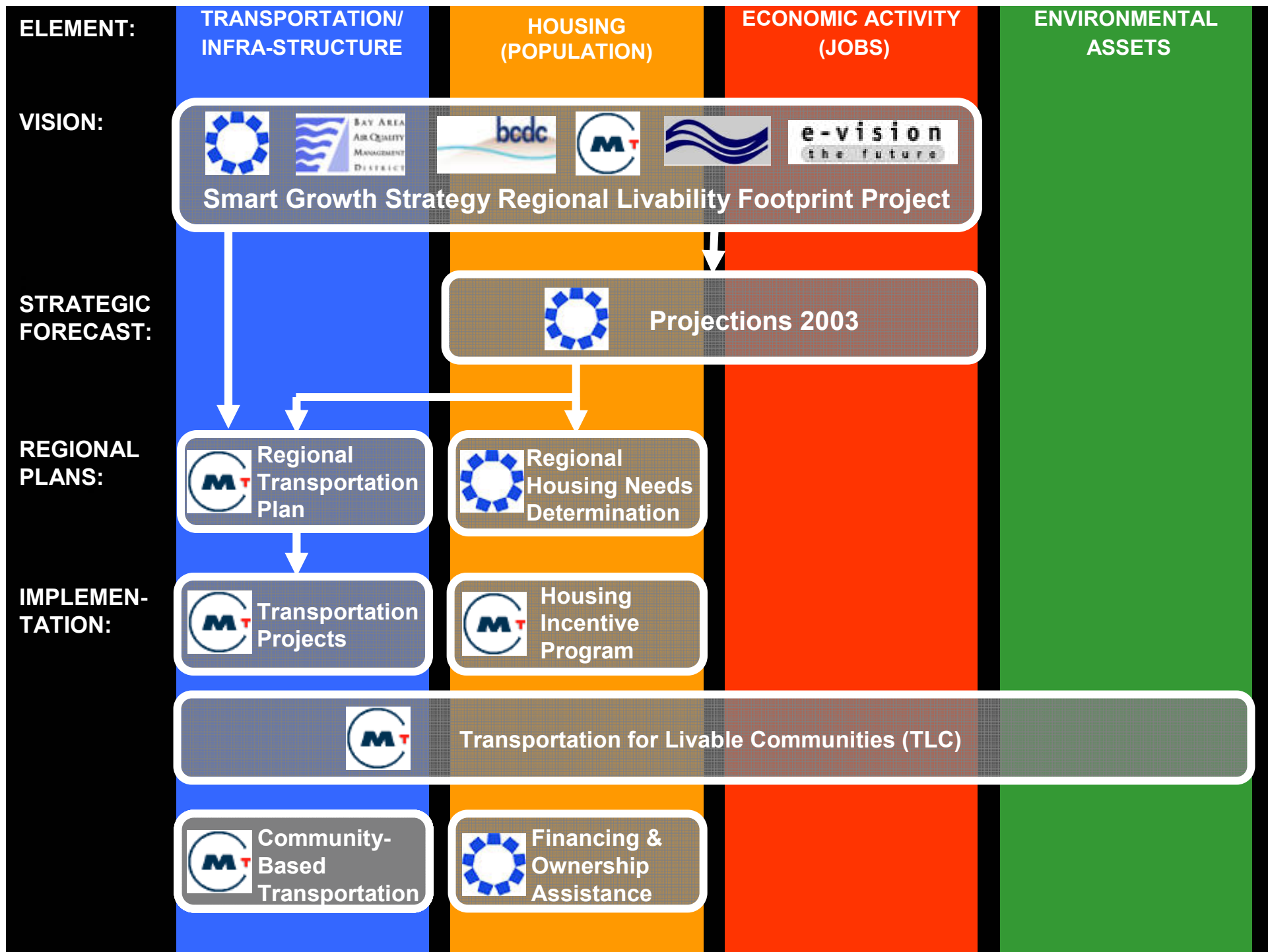


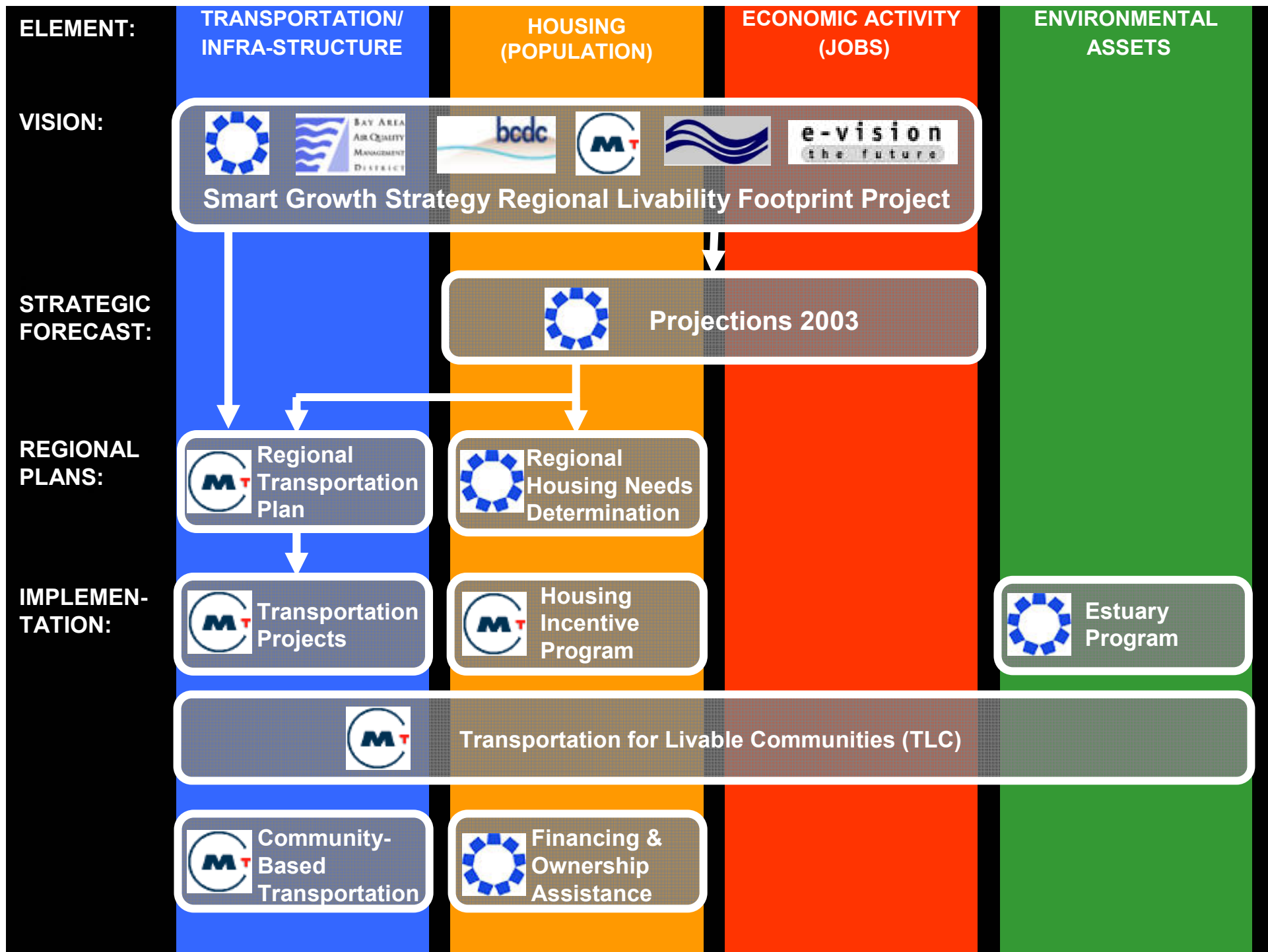


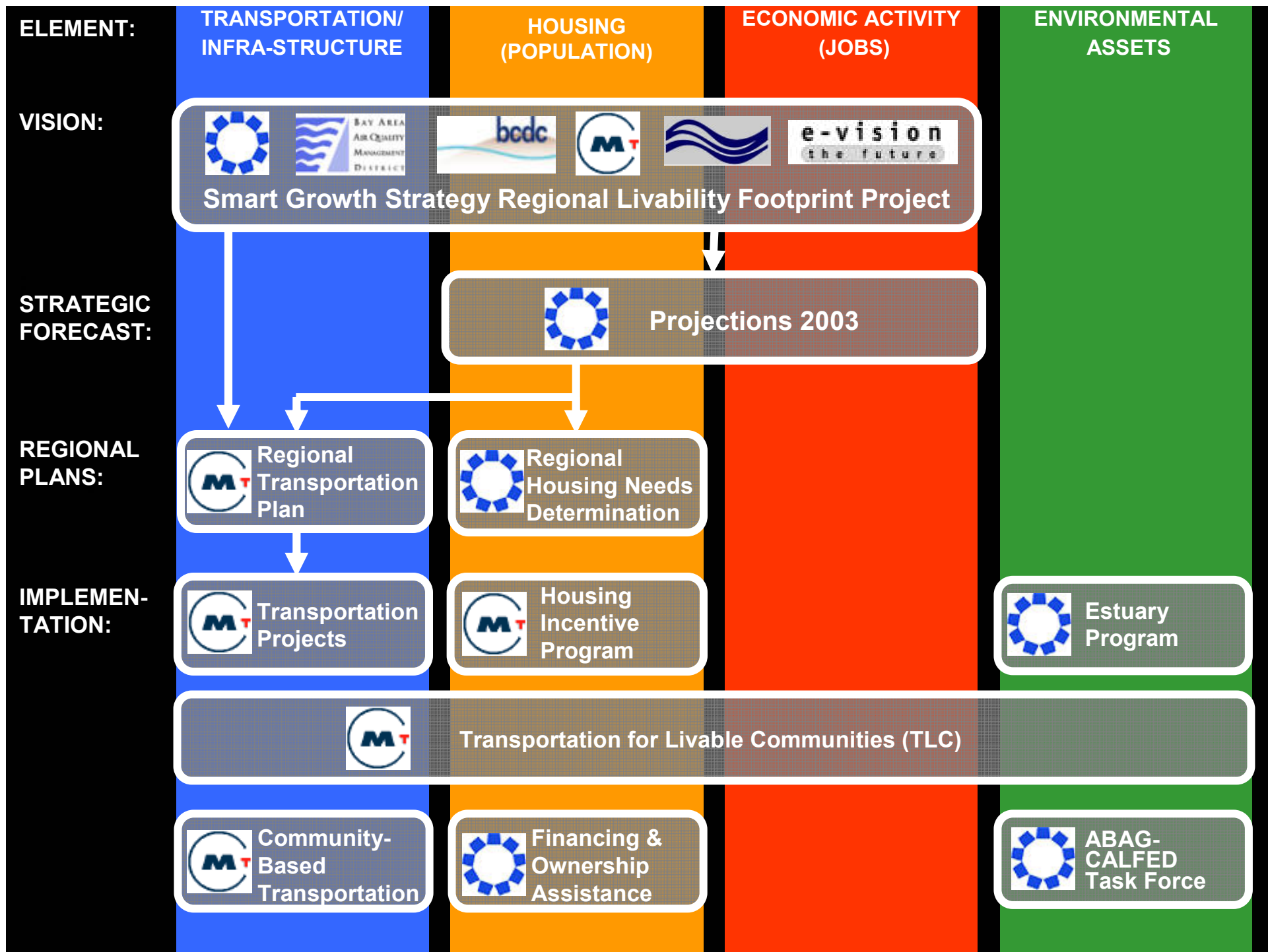








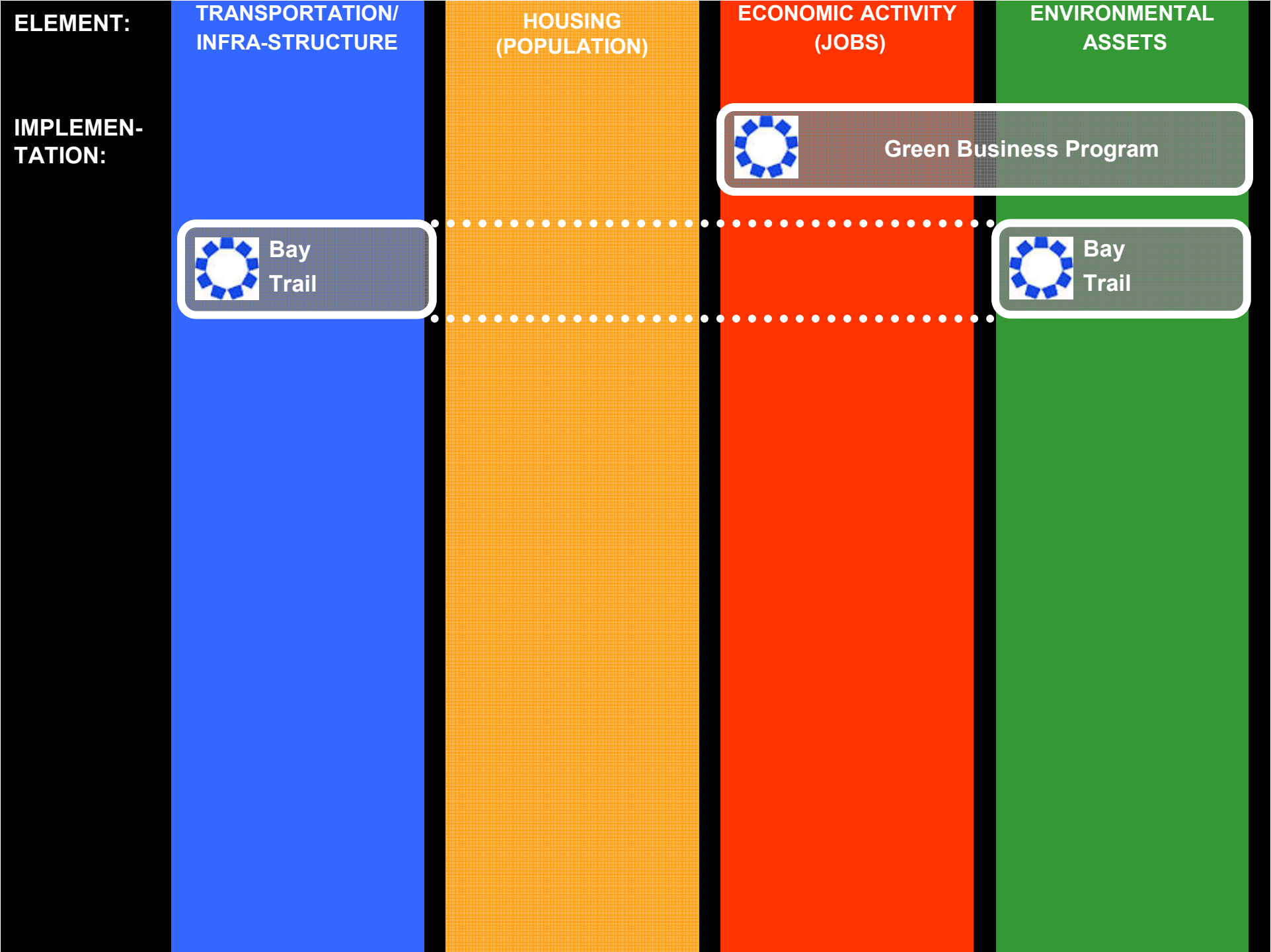


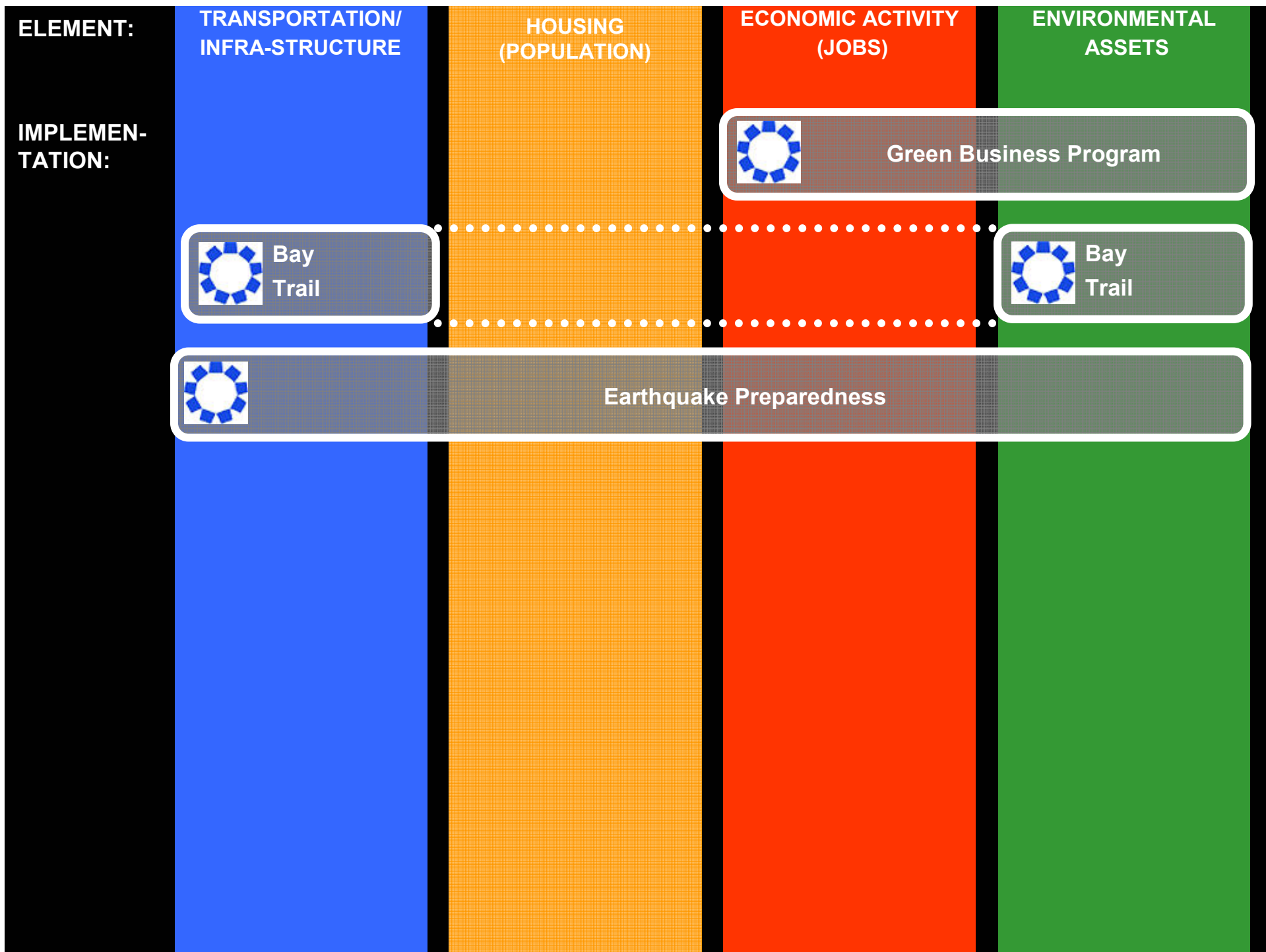


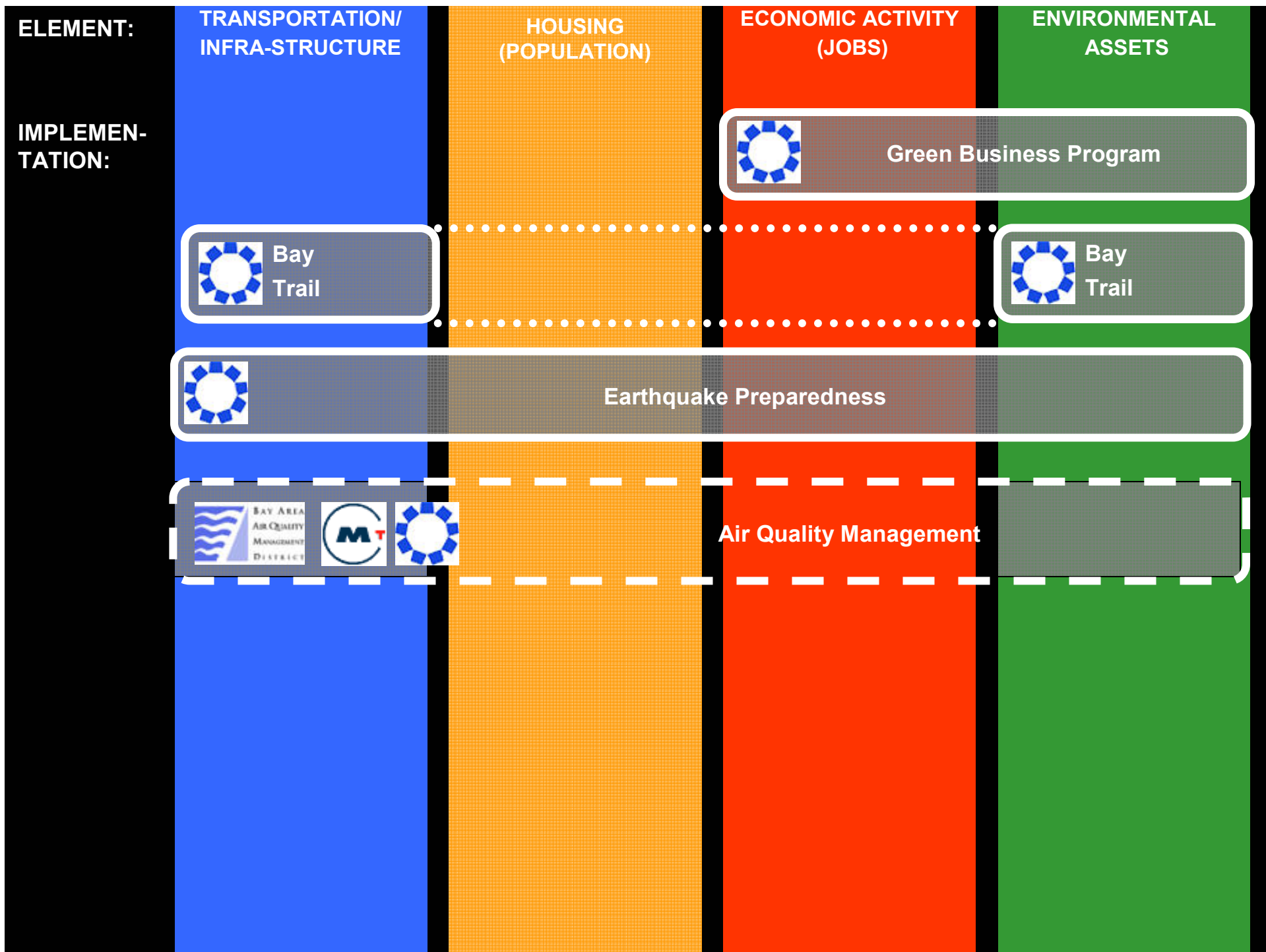
| ELEMENT: | TRANSPORTATION/ INFRA-STRUCTURE | HOUSING (POPULATION) | ECONOMIC ACTIVITY (JOBS) | ENVIRONMENTAL ASSETS |
|----------------------|------------------------------------|-------------------------|-----------------------------|-------------------------|
| IMPLEMEN- TATION: | | | | |





Green Business Program
































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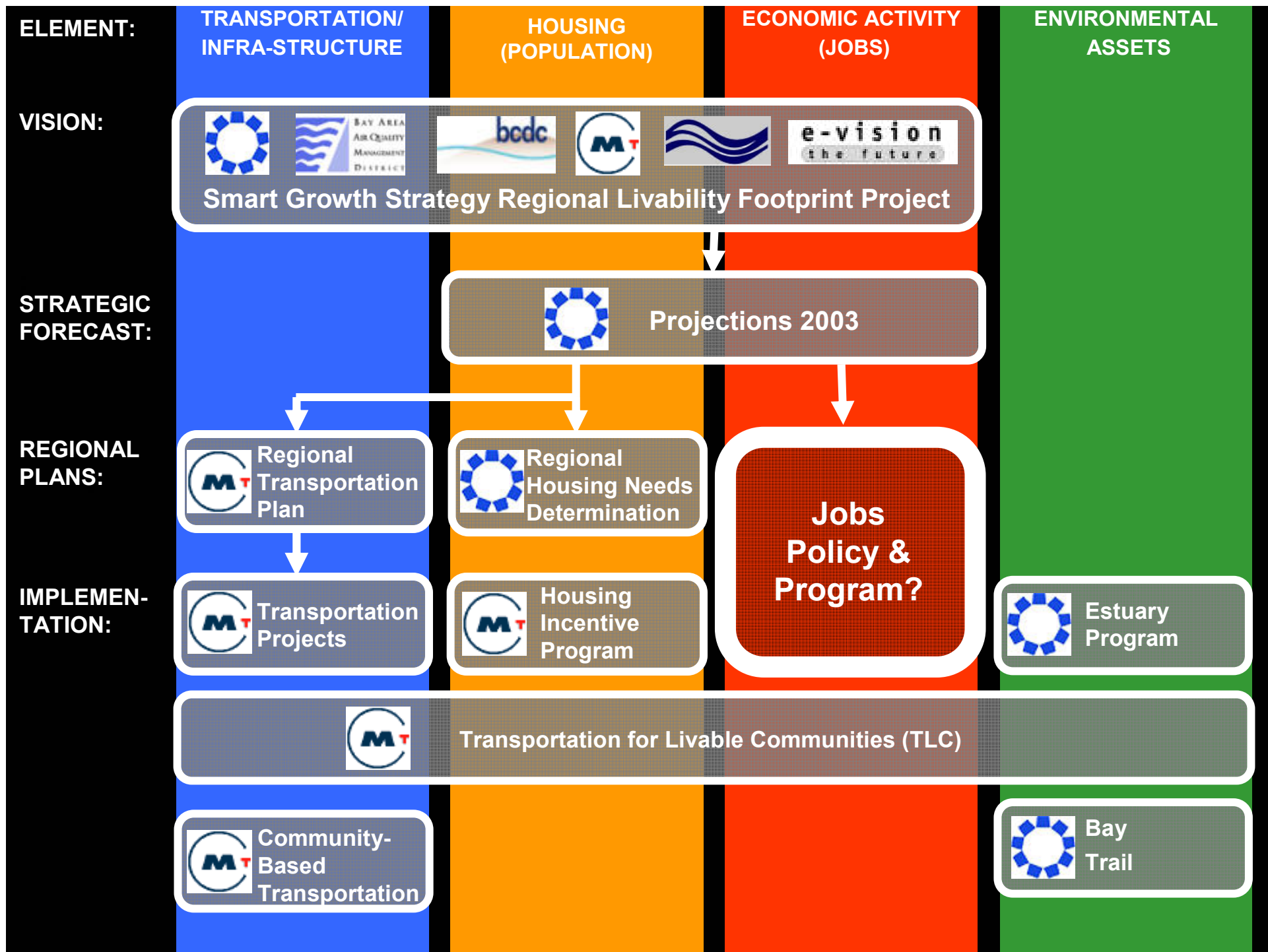
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| |  Comprehensive Sub-regional Planning Programs | | | |

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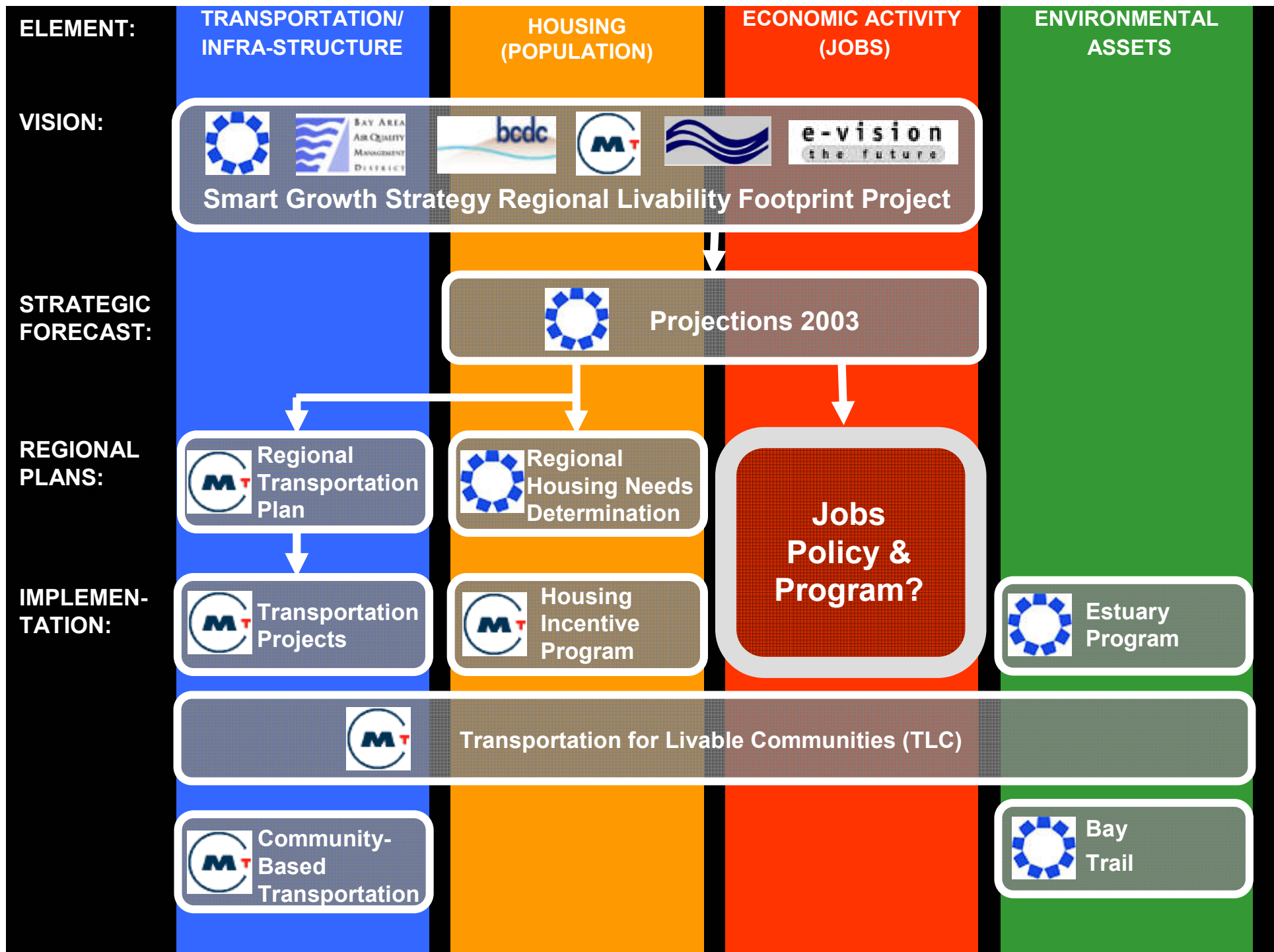
Potential Issues

- Regional plan and program for economic activity (location of job growth)



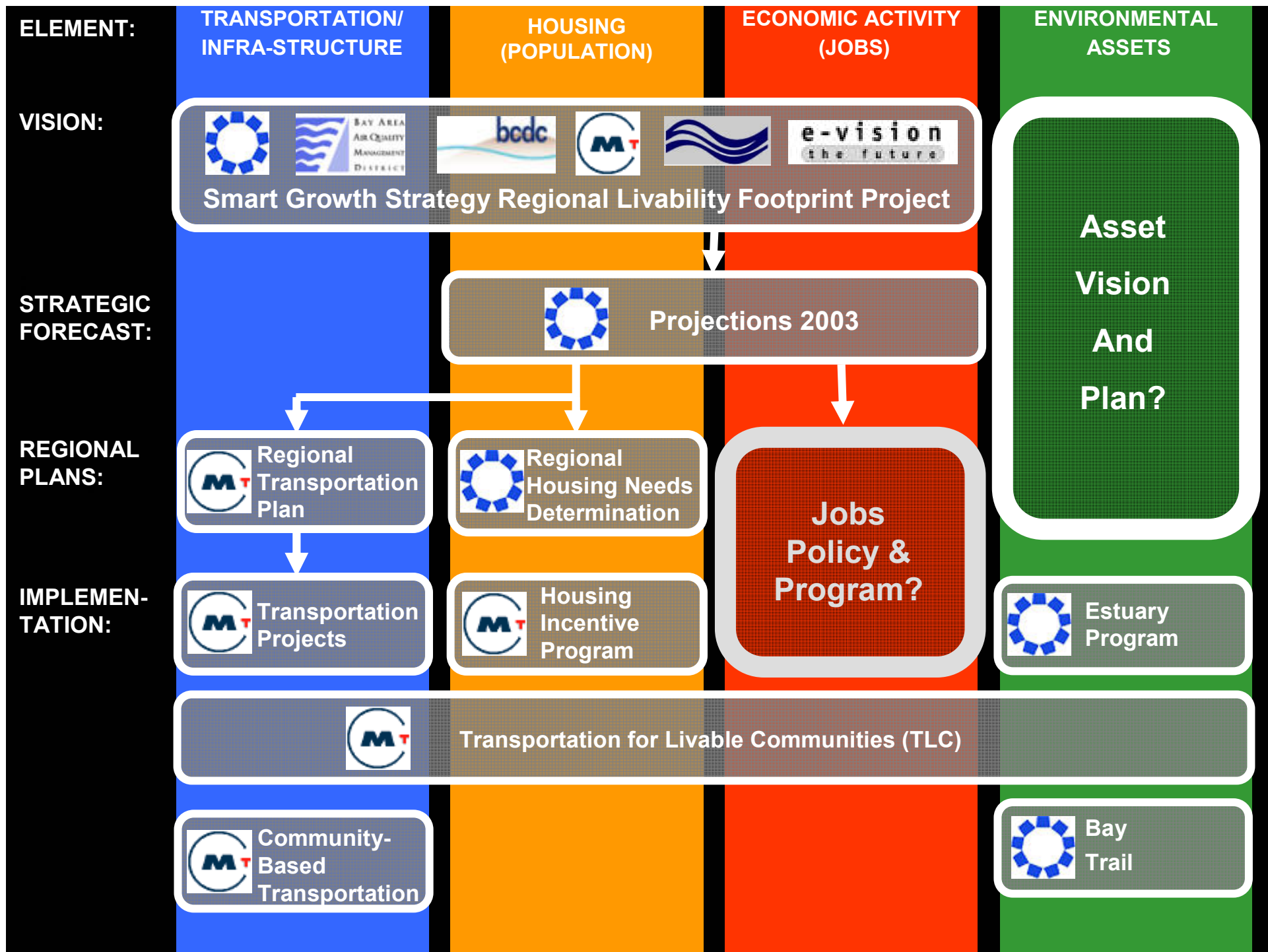
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- Regional plan and program for economic activity (location of job growth)
- Effectiveness of regional housing allocation
- Explicit vision and plan for environmental assets (open space)
- Completeness and effectiveness of implementation package

| ELEMENT: | TRANSPORTATION/ INFRA-STRUCTURE | HOUSING (POPULATION) | ECONOMIC ACTIVITY (JOBS) | ENVIRONMENTAL ASSETS |
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| |  | Corridor Planning Program | | |
| |  | Congestion Management Agency T+ Plans | | |
| |  | Comprehensive Sub-regional Planning Programs | | |
| |  | Inter-regional Planning Program | | |
| | No Fiscal Reform? No Regional Land-use Regulation? What else? | | | |

Potential Issues

- Regional plan and program for economic activity (location of job growth)
- Effectiveness of regional housing allocation
- Explicit vision and plan for environmental assets (open space)
- Completeness and effectiveness of implementation package
- Buy-in to vision

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VISION:



Smart Growth Strategy Regional Livability Footprint Project

Will anyone
follow?

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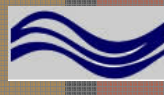
ENVIRONMENTAL
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e-vision
the future

Compact For A Sustainable Bay Area








VISION:



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- Effectiveness of regional housing allocation
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- Buy-in to vision
- Knowing whether we are making a difference

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| |  | Comprehensive Sub-regional Planning Programs | | |
| |  | Inter-regional Planning Program | | |
| | What Else? | | | |
| | Monitoring and Evaluation Program? | | | |

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Compact For A Sustainable Bay Area



Bay Area Indicators

Potential Issues

- Regional plan and program for economic activity (location of job growth)
- Effectiveness of regional housing allocation
- Explicit vision and plan for environmental assets (open space)
- Completeness and effectiveness of implementation package
- Buy-in to vision
- Knowing whether we are making a difference
- Supportive state policy and legislation

Potential Issues

Uniqueness of the Bay Area

This isn't Columbus

Work Program Principles

- Build on what we have
 - Maintain momentum
 - Do not reinvent the wheel
- Emphasize tangible achievements
 - Make a real difference on the ground
- Identify tasks before responsibility
 - Worry more about what needs to be done than who should do it
- Link tasks to vision
 - Build the **Cathedral** one brick at a time
- Promote and reinforce the vision

General Work Program Approach

1. Accept vision

- Acknowledging imperfections and limited scope
- Treating as “living” document that will grow and change

2. Review, refine and support implementation underway

3. Identify and pursue other low-resistance implementation measures

- Best practices
- Voluntary regional interest statement
- Award program
- Aggregation of general plans

4. Use vision as basis for review and comment on regionally significant projects

- Regional Clearinghouse

General Work Program Approach

- 5. Investigate feasibility and acceptability of more difficult implementation measures; build cases as required**
 - Incentives, disincentives
 - Fiscal reform
 - Breaking down regulatory barriers: CEQA, construction defect
- 6. Promote, test, refine and expand vision through implementation and monitoring**
 - Keep it alive and lively through active communication
- 7. Investigate feasibility and desirability of filling in policy and implementation gaps**
 - Employment distribution
 - Significant open space protection